



CALIFORNIA STATE TRANSPORTATION AGENCY

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June 13, 2014

The Honorable Cathleen Galgiani  
State Senator, Fifth District  
State Capitol, Room 2059  
Sacramento, CA 95814

Dear Senator Galgiani:

Six short years ago, I worked closely with you and your legislative colleagues on the passage of AB 3034 (Chapter 267, Statutes of 2008), legislation that placed before the voters Proposition 1A, the *Safe, Reliable High-Speed Passenger Train Bond Act of 2008*. The passage of that bill—and the subsequent approval by the voters of Proposition 1A—set the state on a course to transform passenger rail in California for generations to come. I write requesting that we continue this collaboration to improve passenger rail and public transit in California.

I have recently reviewed concepts you have put forward that emphasize the importance of developing high speed rail in a manner that provides not just a single high-speed train service, but an improved, connected passenger rail and transit system throughout the state that provides an efficient, clean and viable mobility option for Californians. This vision means the state would target investments at both the development of a statewide high-speed train system and for capital and operational improvements to existing and planned commuter, urban and intercity rail and transit systems.

As you know better than most, this vision was first articulated in AB 3034 with the inclusion of \$950 million in the bond act for “connectivity” projects that are being developed throughout the state today. It was reiterated by the California High Speed Rail Authority when--under new leadership--it adopted the “blended approach” to developing high-speed rail, an approach that has committed the authority, through the adoption of memorandums-of-understanding (MOU’s), to invest more than \$1 billion of Proposition 1A funds to improve local and regional transit systems. These so-called “bookend” investments, along with the connectivity investments, are helping fund high-priority projects throughout the state, including:

1. Caltrain electrification
2. The Los Angeles “regional rail connector” project
3. Bay Area Rapid Transit railcar replacements and station upgrades

4. Altamont Commuter Express Stockton passenger track extension project
5. San Diego Blue Line Light rail upgrade project
6. Southern California Metrolink new locomotives and railcars
7. Sacramento Regional Transit Sacramento Intermodal Facility improvement project
8. Track improvements to expand service for Amtrak Intercity Rail

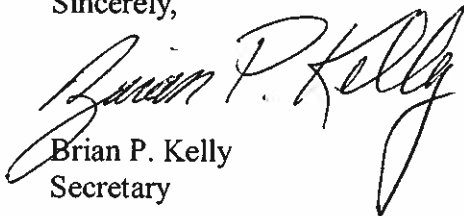
With the availability of Cap and Trade funds to execute the state's strategy to reduce greenhouse gas emissions, we have the opportunity to continue the necessary investments to build a transformative passenger rail system in California. The Cap and Trade trailer bill now before the legislature calls for investment in the development of high-speed rail and in commuter, urban and intercity rail and transit systems through the *"Transit and Intercity Rail Capital Program."*

The program directs the Transportation Agency to develop guidelines for the awarding of funds to eligible projects through the California Transportation Commission, particularly those projects with an emphasis on rail and transit connectivity, implementation of sustainable communities strategies, reducing greenhouse gases, and increasing rail and transit ridership. The program is wholly consistent with the vision you have articulated for transforming California's passenger rail and transit systems.

I am committed to working with you and your colleagues on the development of the program's guidelines—before they are adopted—to ensure a successful program. I am pleased to coordinate the guideline development with your office, the Senate's Select Committee on Passenger Rail, and with other interested legislators from both houses. Toward that end, I would welcome an opportunity to meet with you at your earliest convenience to start the process on this important work.

Thank you for your continued leadership on this issue. I look forward to working with you in the days ahead.

Sincerely,



Brian P. Kelly  
Secretary

cc: The Honorable Darrell Steinberg, President pro Tempore  
The Honorable Hannah-Beth Jackson, Chair, Senate Select Committee on Passenger Rail